

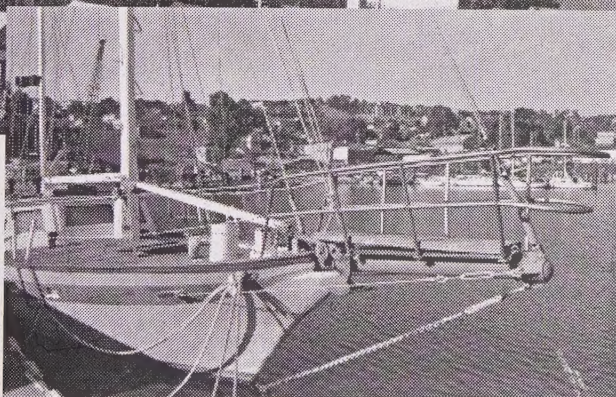
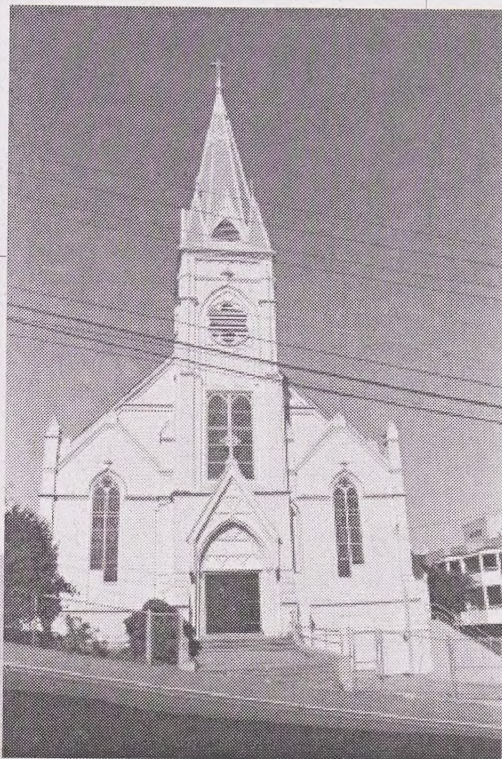
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South Bayshore A New Beginning

Citizens' Guide to the
South Bayshore Plan



The Planning Department
City and County of San Francisco
July 1996



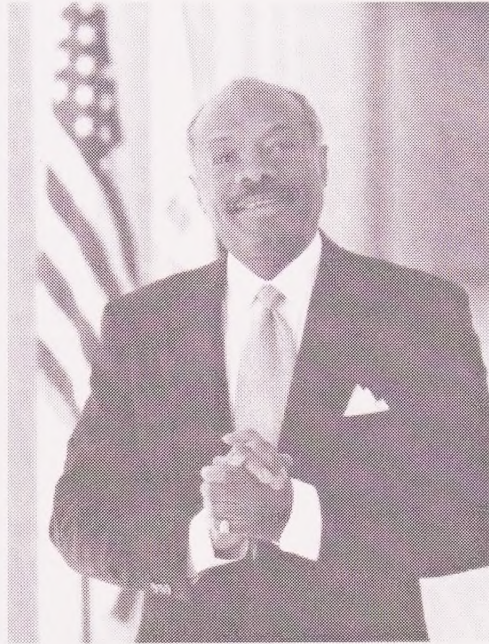
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July 1996

Dear Citizens of the
South Bayshore District
and San Francisco,

I am pleased to present this Guide to the recently adopted *South Bayshore Plan*, a part of the City's *General Plan*. The Guide, prepared by the Planning Department, contains a summary of the neighborhood's history, key assets, and important planning goals. There are many features which make Bayview Hunters Point attractive and unique.



The *South Bayshore Plan* represents a strategy for community improvement. The Plan vision is expressed in goal statements and related action steps. The Zoning Glossary explains in "layman's terms" what can be built and what uses are permitted in different areas.

Be assured that I wholeheartedly support efforts to revitalize the South Bayshore neighborhood. The goal is to create both jobs and housing in a safe and attractive environment. I encourage all to continue to move forward with implementing the strategies in this Plan. I will do everything I can to support this effort. The San Francisco Redevelopment Agency is already using this plan as the basis for its programs in Bayview Hunters Point. We must all continue to work together to find creative ways for implementing this exciting plan.

I appreciate your caring, past efforts and continued commitment to make the South Bayshore the best of neighborhoods.

Sincerely,

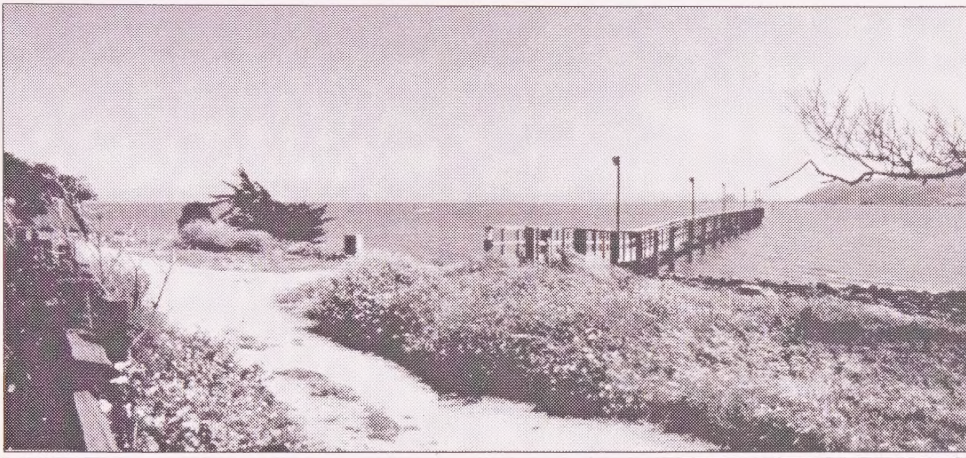
Willie Lewis Brown Jr.
Mayor of San Francisco

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Introduction

The 1995 *South Bayshore Area Plan* represents a eight-year collaborative effort by Bayview Hunters Point residents, business interests, and the City. It is designed to revitalize a once thriving blue-collar industrial neighborhood beset by changing economic patterns and civic priorities. The previous *South Bayshore Area Plan* was adopted in February 1970. While portions of the 1970 Plan have been updated over the years, the area has seen sweeping changes take place since then. These changes and other foreseeable development trends required a fresh look at the neighborhood and its needs. The purpose of this document is to provide a summary and citizens' guide to the policies and zoning controls put in place with the adoption of the 1995 Plan.



© J. Bergdoll

The Candlestick Point State Recreation Area is the result of a long effort on the part of community leaders and public agencies to restore the shoreline for safe public use

The Changing Landscape at South Bayshore

Through the planning process, a community takes stock of its land, buildings, streets, services and the needs of its people. It decides how existing property might best be used, and how vacant or underused land can be improved, as well as how best to preserve historic resources ... it looks at how many and what kinds of stores, offices, schools, hospitals and social services its people need... it weighs environmental, economic, social and other impacts in setting priorities for jobs, housing, open space and other uses. They find common interests and lay out an agenda for getting things done. Where there are differences, they search for compromises. Using the planning process to identify problems and reach early agreement allows the community to act quickly, with one voice, to bring about -- or respond to -- change.

Before the urban development that began in the 1860s, what is now South Bayshore had been part of the Rancho de las Salinas Potrero Viejo and was used for cattle grazing under a Mexican government land grant to Jose Cornelio Bernal. Shoreline areas were also used by Native American tribes inhabiting Northern California, although probably not for permanent settlements.

Mission Bay and Islais Creek effectively separated the area from the thriving town of San Francisco forming in the northeastern peninsula during the Gold Rush period. The "South San Francisco" deep water harbor and supplies of fresh water from springs,

Introduction

however, made it attractive for settlers starting farms and businesses, and building houses. Hunters Point Hill, Silver Terrace and Bayview Hill have historically been locations for houses -- including Victorian and other styles of homes dating back to this 19th century period. Later came the South San Francisco Opera House, which remains standing at the corner of Newcomb Avenue and Mendell Street; the Bayview Racetrack and hotel resort located near what is now Bayview Park; and the first horse-drawn streetcar line from downtown to the track.

Industry Arrives

The India Basin area, long known as Butchertown, is where a number of slaughterhouses, tanneries, fertilizer companies, soap and tallow works and meat packing plants were located. Later came steel production and ship repair, much of it related to the Port and the Hunters Point Naval Shipyard. These uses were followed in the post-war years by junk yards and auto wrecking.



Boat Marina and Repair business has existed at India Basin East since the earliest days of "South San Francisco", taking advantage of the excellent water access

Hunters Point Naval Shipyard provided much of the economic base for South Bayshore, from the 1940s until the yard's closure and lease to a private operator in 1974. Hunters Point, along with the Bethlehem Steel, Todd Shipyards and port terminal facilities further up the waterfront, accounted for tens of thousands of industrial jobs in their heyday. Thousands of African-American workers and their families moved from the Southern United States to work in these jobs and Bayview Hunters Point was one of the few places in the city where they were able to live.

Industry meant jobs, but it also meant soot and dust pumped into the air; paints, solvents and lubricants poured into the Bay and Islais Creek; and unregulated landfill in the Bay.

Decades of environmental neglect have returned to haunt South Bayshore, despite stricter laws beginning in the 1950s. Some residences were lost over the years to encroaching industry.

Citywide redevelopment strategies and a changing economy caused many working class, predominantly African American residents of Western Addition to move to the Southeast corner of the City in search of work and affordable housing. At the same time tougher permitting rules, changing land use priorities and steadily rising land and business costs, were edging many industries out of San Francisco.

The Changing Job Picture

The Navy's changing overhaul and repair needs, plus lower-wage competition from commercial shipyards overseas and in other parts of the U.S., gradually cut into West Coast shipbuilding and repair operations. Loss of these jobs; a sharp drop in the neighborhood population from 50,000 in 1950 to 20,000 in 1970; and clearance of the old war housing on Hunters Point Hill, have seriously hurt sales at stores and other businesses along Third Street.

Needs & Strategies Today

Fewer blue-collar jobs has further led to a decline in the City's African-American population. South Bayshore still has the greatest concentration of African-American residents, and the population has increased during the last decade. But the neighborhood's population mix has become more diversified in recent years. Where African-Americans made up 73 percent of the South Bayshore population in 1980, they accounted for 62 percent in 1990.

A survey of Bayview Hunters Point citizens produced a list of issues of concern for the future. These boiled down to two basic needs:

- Make job and business growth a top priority, to expand employment and business startup opportunities for the traditional, predominantly working class and African American residents of South Bayshore; and
- Reduce the conflict between housing and industrial activities, so that light industrial growth -- and the jobs it provides -- can be encouraged while protecting nearby residents and parks from industrial pollution, truck noise and congestion.

The South Bayshore Plan proposes a three-pronged general strategy for addressing the many neighborhood issues and needs (See Map 1):

- 1) Improving the Third Street mixed commercial/residential environment
- 2) Resolving land use conflicts between housing and industrial uses
- 3) Retaining and expanding affordable housing for community residents

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The South Basin Industrial Area, first developed in mid-century, has encroached on the surrounding residential areas.

Neighborhood Assets

Business & Industry

A good first step toward making the overall goals a reality is to take a closer look at what South Bayshore has to offer current and future residents and businesses.

South Bayshore has an established land use pattern with several large sections of primarily industrial and heavy commercial businesses (See Maps 2 and 4). Most of these areas are bustling with activity, which makes it an important contributor to a diverse job base for the City. However, there are a number of vacant parcels zoned for commercial or light industrial use. Light industry has gradually replaced heavy industry in sections of South Bayshore, reducing some of the conflicts with homes and opening up possibilities for new uses. The relatively close proximity of downtown (ten minutes by car or twenty minutes by bus), as well as business services, wholesale supplies, residential housing, and community facilities makes the area an attractive business location.

The Third Street corridor south of Innes Avenue, is a traditional, established shopping area that is currently underused by the community. A diverse array of businesses offer retail goods, professional and business services. Opportunities exist for infill development or for expansion of second and third-story housing over storefronts along Third Street, needed to support the return of neighborhood stores to the area without dramatically changing the scale or character of Third Street (see Map 3). Plans for light rail transit and landscaping improvements on Third Street also add to the potential for revitalization.

The India Basin Redevelopment Project has replaced the notorious "Butchertown" and attracted new industry to the area, although it has not resulted in as many jobs for local residents as originally hoped. The entire South Bayshore Plan area was recently designated a Redevelopment Survey Area, for which a revitalization plan is being prepared. This effort is focusing primarily on the Third Street corridor, but could provide some tools for facilitating development throughout the Plan area. The aim is also to help create businesses and jobs for residents of Bayview.



© Neil Hart

The India Basin Industrial Area is attractive and well used. The Redevelopment Agency has other property in the area which can be re-developed to suit a variety of businesses.

A Citizens Advisory Committee, the City Planning Commission, and Redevelopment Commission have endorsed a draft land use plan for the 500 acre Hunters Point Shipyard site that will focus on light industry, arts, educational, and cultural uses. The Navy and the City will be investing millions of dollars over the next decades cleaning up toxic/hazardous materials, rehabilitating and constructing new buildings, roads, public open spaces, and community facilities.

Neighborhood Assets

Candlestick Point is home to 3-Com Park , a major regional sports stadium, attracting fans to Giants and 49er games from all over the Bay Area. The nearby Executive Park development is an office and commercial complex centrally located between downtown San Francisco and San Francisco International Airport. Additional major commercial and housing development is planned in the near future.

Housing

South Bayshore also has a stable, low-density neighborhood of long-time homeowners with a stake in their community. Much of the housing is single-family homes, built in the 1940s or before, and of good construction.



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The traditional South Bayshore housing is typical of one and two-family rowhouses built in San Francisco in the 1910s - 1940s, with older Victorian gems sprinkled through the neighborhood.

Residentially zoned land, some of it publicly owned, remains available for development of a mix of market rate, moderate-income and low-income housing. Throughout South Bayshore are some 200 vacant sites zoned for single-family and small multi-unit housing. 20 acres on the hilltop portion of the Hunters Point Shipyard site could be used for a variety of housing. The San Francisco Redevelopment Agency has been steadily adding a mix of new market rate, moderate-income and low-income housing on Hunters Point Hill. Third Street offers possibilities for more neighborhood-scale housing to complement and enhance ground floor businesses.

Open Space & Recreation

South Bayshore has a very large amount and variety of public parks, playgrounds, recreation centers and open spaces (see Map 6). These range from the relatively new, 155-acre Candlestick Point State Recreation Area to Bay View Hill Park; Hilltop Plaza; Adam Rogers Park; the Youngblood Coleman and Bayview playgrounds; the Lee and the Milton Meyer Recreation Centers; and the Bayview Farm. Additional public open spaces are being created at Islais Creek, within India Basin and at the Pier 98 sand spit which extends into the Bay at India Basin. The area also enjoys some of the best weather in San Francisco because the fog often does not come into the southeast portion of the city.



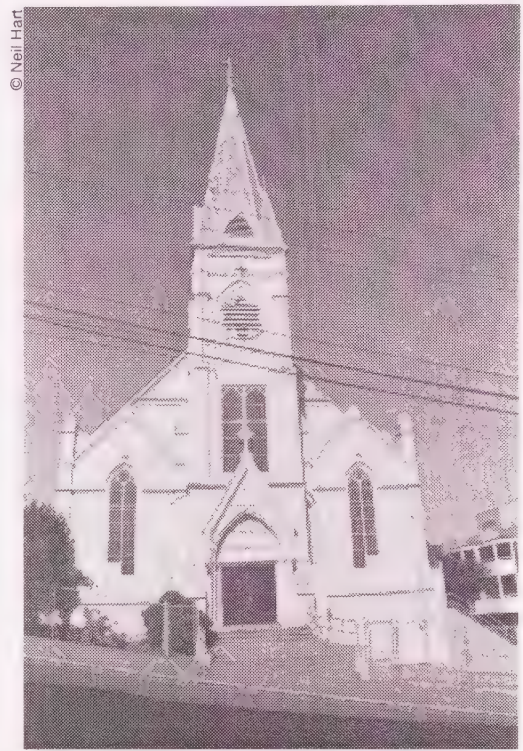
Sundial Park on Hunters Point Hill offers recreation and excellent views of the surrounding hills

Neighborhood Assets

Historic & Cultural Tradition

South Bayshore's long history is reflected by a number of buildings with architectural and historic significance, such as the Hunters Point Springs & Albion Brewery on Innes Avenue; the Line Belt Building on Paul Street; the Samoan Church on Pomona Street; and the South San Francisco (now "Bayview") Opera House; and All Hallows Church on Newhall Street. The warehouses, churches, homes and public buildings all recall an era when San Francisco was the West Coast center for industry and commerce, with South Bayshore at its heart.

Remnants of Native American settlements lie buried beneath the South Bayshore neighborhood from thousands of years before the first European settlers arrived. Important archaeological discoveries have taken place in the course of demolitions and the digging of foundations for new construction.



All Hallows Church, built in 1888 by well-known architect John J. Clark, is a symbol of the long history of this neighborhood.

Community Facilities & Services

Availability of public meeting spaces and community centers offering recreational and social service programs are important to any community, but especially to one facing social problems that grow out of economic hardship. South Bayshore's major community facilities include the Opera House, the Southeast Community Facility, the Community College at India Basin, and an old Wells Fargo Bank building converted to use as a community center.



The Southeast Community Facility was built in the 1980s and now houses a variety of community services and public meeting space.

More than 300 organizations, including nearly 100 churches, provide social services to the Bayview Hunters Point community from various locations. They offer child care, food, counseling, advocacy, emergency services, family support, education, employment and legal assistance, housing referrals and medical treatment.

The concerns voiced by South Bayshore residents and businesses are common to most neighborhoods that are prepared for change, but are fearful of what form that change will take and whether it will be driven from within the community or imposed from outside. Feelings of civic pride, dignity and community all grow out of a sense of ownership in a neighborhood. Effective planning can help guide development toward that end, by balancing growth to serve a wide range of interests.

Neighborhoods like South Bayshore are economically fragile. Manufacturing, assembly, recycling, warehousing and other industry can provide relatively well-paying jobs available to people at all skill and education levels. But in a local economy moving toward services, tourism and technology, "industry" can come to mean simply the dirtier but necessary businesses no other neighborhood will tolerate. Similarly, new housing, stores and offices revitalize a neighborhood on paper. But how can the added value benefit the established residents as well as the more well-off newcomers moving into the area?

Here are some of the major issues of concern to neighbors in the South Bayshore area, as brought out through the extensive survey and planning process, and dealt with in the plan.

Third Street Revitalization

Revitalization of the Third Street core neighborhood commercial area is probably the most complex issue facing the South Bayshore community. The physical, economic, and social problems that exist on certain parts of the street impact the entire district. Yet there are no quick solutions. Guiding housing development into this commercial and transit corridor is the strategy with the greatest long-term potential. Not only is housing the use with the greatest potential demand, but such housing would add more people -- providing liveliness, buying power for existing retail services, and an improved sense of safety.

Third Street is largely framed with older, low-density buildings. There are several vacant areas and underutilized land, which would be ideal for housing or mixed housing/commercial infill development. A shrinking economy has left few grocery, hardware, shoe repair and other useful stores on Third Street to attract home buyers and renters, while too many liquor stores and vacant storefronts keep potential shoppers, merchants, or residents away. Given the central influence that Third Street has on investment attitudes about the entire South Bayshore district, a series of vigorous public actions are needed to change the appearance and climate of the street and make it a place where more people want to live, shop, and work.

Housing vs. Industry

At India Basin and at the Northern Industrial Area near Cesar Chavez Street, industrial and residential uses have mostly been kept separate, although some conflicting uses converge around Innes Avenue, where the India Basin industrial area meets the Hunters

Planning Issues

Environmental Issues

Point residential section. In the South Basin area, meanwhile, recycling operations, noisy metal fabrication shops, and scrap storage are located next to shoreline parks (Candlestick Point and the proposed Yosemite Canal wetlands area), the Alice Griffith housing, and a neighborhood of primarily single-family homes.

Industrial truck traffic often runs illegally down residential streets, in particular near Ingalls and Carroll Avenues with limited enforcement by traffic authorities. The former zoning had few restrictions on industries like auto wreckers and blast furnaces, or industries using hazardous materials such as solvents or asbestos, from locating near housing. The appearance of recyclers and scrap yards in the area, plus the noise and dust they create, are detrimental to residents' quality of life and contribute to an unappealing image for the neighborhood and a barrier to attracting new housing and businesses.

The noise, dust, and pollution generated by industrial activities near homes, shopping, churches, and community and recreation centers presents an ongoing neighborhood problem. Hazardous wastes in the soil or the Bay throughout the South Bayshore from the legacy of industrial uses are a health risk to children playing in contaminated lots and anyone exposed to windblown dust from untreated sites. The pollution also limits use and enjoyment of the shoreline by people in the area. The challenge, however, will be to clean up existing problem areas and improve industries' track records without forcing companies out of business.

One of the longest standing environmental issues South Bayshore neighbors face has been discharge of treated city sewage into Islais Creek and stormwater runoff into many parts of the Bay. Implementation of the City's Wastewater Master Plan has helped modernize pipes and facilities, but during heavy rains the combined sewer/storm drains still occasionally overflows untreated sewage into the Bay. Originally, the Crosstown Tunnel was proposed to carry the entire treated waste from the Southeast Treatment Plant to the beach using gravity, then pumped out into the ocean instead of into the Bay. However, several options not possible 20 years ago when the Wastewater Plan was adopted are available today at less cost and with less difficulty. The City is currently comparing the original Crosstown Tunnel with these other alternatives:

- 1) building a smaller crosstown force main to *pump* most Southeast Treatment Plant waste water to the ocean but allow some discharge into the Bay; and
- 2) using the combined Crosstown Tunnel and North Point force main to *pump* all dry and wet bayside weather flow out to the ocean (see Map 10).
- 3) moving the outflow point farther north, away from the neighborhood and further out into the Bay;
- 4) enhancing treatment of wastewater, so that it can be shipped to other communities for irrigation, saltwater control or other uses;
- 5) environmental alternatives such as increased conservation, catchment policies, tertiary treatment, and/or aeration through ponds and wetlands;

Planning Issues

It should be noted that the ocean outfall alternatives are strongly preferred by the South Bayshore community.

Housing Affordability

Many South Bayshore residents are homeowners who have lived in the area for some time; but many have been forced out of other sections of the City by rising home prices and rents and live in a variety of low cost housing -- either public or private. They all see housing affordability as critical.

Demand for single family housing citywide is greater than the supply, driving up home prices in all neighborhoods and opening up neighborhoods like Bayview Hunters Point to new home buyers. Longtime residents want to preserve a mix of low-income, moderate-income and public housing that alleviate market pressures toward the gradual gentrification and displacement of a traditional working-class San Francisco district. New housing could provide the customer base needed to reopen some of the storefronts on Third Street; attract restaurants and entertainment; and eliminate commutes for some workers already there. New housing, whether market rate or partially subsidized,

would add to the tax base and help pay for street landscaping, transit and other improvements, attracting more businesses in the area.

Public housing remains an important element in the range of housing choices available to South Bayshore residents. Several of the projects owned and operated by the San Francisco Housing Authority, are scheduled for improvement in the near future. The Alice Griffith project is located on a site that has an additional 300,000-square foot tract of land that could be used for expansion. It will be a challenge for these improvements and expansions to improve the livability of the residential areas

while not displacing existing residents. Another issue affecting some subsidized housing projects is the eventual expiration of federal housing subsidy contracts. If those contracts are allowed to expire and are not either replaced with some alternative source of rent subsidy funding or transitioned to stable resident ownership, some 3,000 South Bayshore residents -- 12 percent of the district's population -- could face much higher rents or displacement by the year 2000.



© Planning Department

The older housing stock is very affordable, but is attracting new buyers from other parts of the city and putting extra demand on the lowest cost housing options.

Planning Issues

Open Space

Often, open space and recreational areas created in the South Bayshore have not always matched up well with what the community needs and wants. Many require improved access and maintenance because of inadequate staffing. Others simply go unused for lack of demand or community awareness of the opportunities. Open space considerations also come into potential conflict with housing and industry. Environmental and open space advocates see the many sites -- shoreline areas such as India Basin and Candlestick Point as well as places like Bay View Hill Park -- as regional assets, while some tend to place greater value on uses offering economic benefits to the area.

Several important planning issues converge on Bayview Hill alone. Some 32 acres on the hill's northwestern slope is zoned for housing but has always been open space with some valuable natural areas. The community is divided on whether housing development or open space is more desirable on these natural areas of the hill and ultimately serves the needs of the South Bayshore population.

Transportation

There are few major streets that connect industrial areas in South Bayshore to the nearby freeway system, and since the 1989 Loma Prieta earthquake I-280 does not have a good connection to the Bay Bridge, which would help route a lot of truck traffic around local streets. The result is large, noisy trucks coming through on Third Street or maneuvering down narrow residential streets.

A second problem involves public transit. A single major line, the #15-Third bus, does a reasonable job connecting South Bayshore with downtown and City College. Connections to other neighborhoods, and to regional transit lines serving the Airport and the Peninsula, are neither easy nor fast. In combination, the low level and inconsistency of transit service isolates South Bayshore from the rest of the City, for a population that is particularly dependent on transit for taking care of daily needs. The relatively small population of residents and workers at any one time in South Bayshore has up to now limited bus service, and having more residents could encourage expansion.

Strategy for Change

Included in the South Bayshore Plan are the Objectives, Policies, and Major Action Steps that represent the South Bayshore community's -- and the City's -- joint strategy for change. These specifically address the three-pronged strategy of revitalizing Third Street, resolving land use conflicts, and enhancing affordable housing opportunities. The objectives and policies were adopted by the City Planning Commission on July 20, 1995. The re-zoning action steps were adopted by the Board of Supervisors on October 23, 1995, and went into effect on December 3, 1995.



Guiding new housing development to vacant or underutilized property (especially on Third Street) is part of the strategy to improve business climate and neighborhood vitality. Morgan Heights on Hunters Point Hill is targeted to moderate income homeowners.

This plan does not pretend to solve all of South Bayshore's problems. Some of those problems have no easy solution. Some solutions are well understood by everyone, but may take months or years to bring about. Often it's the first step on a longer road. Everyone doesn't automatically come away from a planning effort happy with the outcome. The idea is that people exchange opinions, listen to one another, work for their interests as best they can and respect each others' positions enough to accept compromises for the good of the community.

Shown here are 19 sets of general objectives and specific policies and actions to make the objective a reality. An asterisk (*) indicates where wording has been changed slightly or summarized in this document to improve readability, but not change the intent of the policy. The "Major Action Steps" are a summary of "Implementation Actions" contained in the Plan.

Land Use (Maps 2 & 9)

OBJECTIVE 1: STIMULATE BUSINESS, EMPLOYMENT, AND HOUSING GROWTH WITHIN THE EXISTING GENERAL LAND USE PATTERN BY RESOLVING CONFLICTS BETWEEN ADJACENT INDUSTRIAL AND RESIDENTIAL AREAS.

Policies

1.1 Improve the relationship between housing and industry along the perimeter of the industrial area bordered by Candlestick Point State Recreation Area and the residential communities in the South Basin area.

Strategy for Change

1.2 Restrict toxic chemical industries and other industrial activities with significant environmental hazards from locating adjacent to or nearby existing residential areas.

1.3 Adjust selected zoning boundaries of South Basin east of Third Street to provide greater compatibility with adjacent residential uses.

1.4 Encourage development of South Basin west of Third Street as a light industrial/heavy commercial activity center.

1.5 Encourage a wider variety of light industrial uses in South Basin by giving greater priority to live/work activity, by more efficient use of industrial space, and by more attractive building design.

1.6 Encourage development of a healthy mix of residential, retail, open space, and small trade shops along Innes Avenue to buffer the India Basin industrial area from the Hunters Point residential community.

Major Action Steps

Establish a Restricted Light Industrial Special Use District (SUD) limiting intensive light industrial activities near housing and parks in the South Basin area.

Rezone selected parcels on Thomas Avenue, Van Dyke Avenue and Fitzgerald Avenue from industrial and heavy commercial uses to residential.

Change zoning on Innes Avenue from CM to NC-2 and from RH-1 to RH-1(S) (see glossary), to encourage new housing, either stand-alone or in mixed-use developments.

Include the SUD and certain other parcels in San Francisco's Soil Testing Zone, to identify and clean up toxics.



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Seek redevelopment bonds, federal grants and other funds for public improvements to the Candlestick Point perimeter area; encourage the Recreation and Parks Department to go forward with improvements to shoreline and other open space.

Redesign and ensure scheduled improvements to the Alice Griffith project so that streets connect with the surrounding neighborhood and the project is less isolated.

The Bayview Opera House is one of the focal points of the community located on Third Street.

Strategy for Change

OBJECTIVE 2: IMPROVE USE OF LAND ON THIRD STREET BY CREATING A MORE COMPACT COMMERCIAL AREA, ESTABLISHING CENTERS FOR GROWTH OF COMPLEMENTARY USES, AND RESTRICTING UNHEALTHY USES. (Map 3)

Policies

- 2.1 Improve the physical and social character of Third Street to make it a more livable environment.
- 2.2 Shape improvement of Bayview Opera House to serve as primary cultural activity center for revitalization of Third Street.
- 2.3 Restrict uses such as liquor sales establishments on Third Street.
- 2.4 Encourage new mixed-use projects to strengthen Third Street as the commercial spine of the neighborhood.

Major Action Steps

Coordinate City agencies in establishing a comprehensive Third Street revitalization program.

Encourage senior and multi-family housing along Third Street.

Redesign public spaces and add parking at the Bayview Opera House, retaining its historic character but expanding its role in South Bayshore as a community center.

Establish a Third Street Special Use District aimed at restricting new liquor stores and expansion of existing ones.

Bring community and merchant organizations together with the State Alcoholic Beverage Commission and the Police Department to deal with drug sales, alcoholism and other social problems around liquor stores.

Community organizations should work with billboard companies to limit liquor and cigarette advertising in the area.

Strategy for Change

Transportation (Map 7)

OBJECTIVE 3: MAKE SURFACE STREET AND FREEWAY IMPROVEMENTS TO ENCOURAGE TRUCK TRAFFIC AWAY FROM NEIGHBORHOOD RESIDENTIAL AND COMMERCIAL AREAS.

Policies

3.1 Improve and establish truck routes between industrial areas and freeway interchanges.

Major Action Steps

The City and Caltrans should develop a program to direct industrial truck traffic off surface streets in South Bayshore and enforce the restrictions.

Improve Carroll Avenue, portions of Ingalls Street, Thomas Avenue and Griffith Street as truck routes.

Add a new southern connection between Bayshore Boulevard and Third Street, near Carroll Avenue.

Create a northwest roadway through the Hunters Point Naval Shipyard site to handle truck traffic.

Improve intersections along Cesar Chavez Street -- at Evans, Pennsylvania and Third, to accommodate truck turns.

Direct through traffic on Third Street as much as possible to I-280, US 101 or Bayshore Boulevard.

Encourage Caltrans and other agencies to make US 101 freeway access improvements at Cesar Chavez and Bayshore Boulevard a priority.

OBJECTIVE 4: DEVELOP AND MAINTAIN A SYSTEM FOR THE EASY MOVEMENT OF PEOPLE AND GOODS, TAKING INTO ACCOUNT ANTICIPATED NEEDS OF BOTH LOCAL AND THROUGH TRAFFIC.

Policies

4.1 Develop a comprehensive network and schedule of roadway improvements to assure that South Bayshore maintains an adequate level of service at key intersections as the population in the district grows. *

Strategy for Change

4.2 Develop the necessary public transit improvements to move people efficiently and comfortably between different South Bayshore neighborhoods, to and from Candlestick Park, and to and from Downtown and other parts of the region.

4.3 Give special consideration to light rail along Third Street as the nucleus for public transit improvements and for stimulating wider public transit usage and social/economic revitalization.

4.4 Improve parking along Third Street to meet current and future parking needs of commercial uses.

4.5 Create a comprehensive system for pedestrian and bicycle circulation.

4.6 Provide convenient regional access to Candlestick Park stadium without negatively impacting nearby residential streets.

Major Action Steps

Undertake a comprehensive examination of public transit improvements needed in the southeast corridor of San Francisco, as a joint effort by the Departments of Public Transportation (MUNI), Planning, and Parking and Traffic.

Form a citizen committee to assist in evaluating transportation improvement alternatives, and bring together residents and community organizations within South Bayshore to explore ways to reduce incidents of juvenile delinquency on local MUNI transit services.

Urge top funding priority for Third Street light rail transit service under the Transportation Sales Tax Program. The transit system should provide links to regional rail service, especially to the airport and the Peninsula, improve connections from residential neighborhoods, employment centers and activity areas to Third Street and couple Third Street light rail development with a coordinated economic development and land use strategy.

Develop and implement a plan, involving merchants and ministers in the Third Street area, to use church parking lots as interim off-street parking for stores and businesses.

Improve pedestrian and bicycle circulation patterns to make walking and biking safe, convenient and pleasant, and seek federal and state assistance in implementing a plan.

Encourage use of public transit to and from Candlestick Park, through better transit connections with Third Street, plus regional marketing and educational campaigns.

Strategy for Change

Housing

Discourage use of residential streets for access and parking.

Coordinate transportation planning for new residential development with transportation improvements being evaluated by the Candlestick Park Transportation Task Force.

OBJECTIVE 5: PRESERVE AND ENHANCE EXISTING RESIDENTIAL NEIGHBORHOODS.

Policies

5.1 Preserve and enhance the existing low density character of residential neighborhoods.

5.2 Conserve the existing supply of federally subsidized lower income housing.

5.3 Conserve and enhance the existing supply of public housing.

5.4 Complete modernization of waste water facilities, by completing the Crosstown Tunnel component of the approved Waste Water Master Plan, or another alternative which would achieve the same objective in order to enhance residential livability along the southeast shoreline.

Major Action Steps

Implement and/or develop special low-interest or deferred payment loan programs through the Mayor's Office of Housing and the Redevelopment Agency to support

residents in maintaining homes in older residential areas; if there is strong neighborhood support, develop a residential paint improvement program.

Establish a citywide advocacy effort to win federal extension of public housing subsidies; obtain agreements from Section 8 housing operators to guarantee continued affordability and work with non-profit housing organizations to acquire Section 8 housing where subsidies are scheduled to terminate in the near future.



Playgrounds like this in on Hunters Point Hill are essential in neighborhoods to provide safe and challenging opportunities.

Strategy for Change

Design a comprehensive Housing Authority program to provide on-site employment and social services in public housing; improve maintenance and security, preferably using local contractors; support family-based efforts to deal with social problems; improve community relations between projects and surrounding neighborhoods.

Increase public education and seek federal and/or state funding to complete the Clean Water Master Plan.

Move forward quickly in studying the various bayside discharge alternatives, including the Crosstown Tunnel project, and in choosing the best long-term alternative; speed the use of sewer system improvement revenue bond funds to repair leaks and get rid of odors from leaking pipes and the Southeast Treatment Plant

OBJECTIVE 6: ENCOURAGE CONSTRUCTION OF NEW AFFORDABLE AND MARKET RATE HOUSING AT LOCATIONS AND DENSITY LEVELS THAT ENHANCE OVERALL RESIDENTIAL QUALITY OF SOUTH BAYSHORE.

Policies

6.1 Encourage development of new moderate density affordable ownership units, appropriately designed and located and especially targeted for existing Bayview Hunters Point residents.

6.2 Develop new multi-family housing along Third Street after economic stabilization of surrounding existing residential neighborhoods.



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Silview Terrace -- privately developed market-rate single family housing in the heart of South Bayshore

6.3 Encourage development of new small scale affordable housing on infill vacant sites and through addition of second units consistent with the character of existing residential neighborhoods.

6.4 Encourage development of new affordable housing on the ridge portion of Hunters Point Shipyard to help improve the residential character and circulation pattern of the Hunters Point residential area.

6.5 On Bayview Hill encourage housing development which

Strategy for Change

complements the natural areas and open space, and which provides for local economic development.

Major Action Steps

Establish and strengthen affordable housing programs in South Bayshore, through the Mayor's Office of Housing and the Redevelopment Agency, with full community input.

Require new residential developments of 10+ units to include 10% affordable units, with a significant number targeted to the South Bayshore income range; a mix of market-rate and affordable units; ownership/rental priority to existing South Bayshore residents, especially those displaced by past redevelopment programs; use of qualified non-profit housing developers and neighborhood, minority-owned contractors where possible.

Consider senior housing as a first stage in housing development on Third Street; after that, housing for families, students and artists, at a variety of ownership and income levels.

Establish a community loan fund or other financing strategies to encourage Third Street improvements.

Target and provide City assistance in developing scattered vacant sites in South Bayshore for housing, in particular affordable housing.

Commerce

OBJECTIVE 7: ENCOURAGE HEALTHY RETAIL REUSE IN THE EXISTING COMMERCIAL CORE OF THIRD STREET AND COMPLEMENTARY GROWTH IN ADJACENT SECTIONS (Maps 3 & 9).

Policies

7.1 Make the commercial blocks on Third Street between Kirkwood Avenue to the north and Thomas and Thornton Avenues to the south the core of new commercial growth.

7.2 Encourage complementary development adjacent to the Third Street core commercial area.

7.3 Develop secondary shopping and commercial areas within South Bayshore.*

Major Action Steps

Design a Third Street retail reuse program, involving merchants, homeowners and

Strategy for Change

residents in the area. Identify existing and future neighborhood commercial needs through surveys; tailor existing financing and other business assistance programs to reuse, aimed at strengthening the economic position of current merchants and property owners while attracting newcomers.

Encourage retail uses around the Bayview Opera House that reinforce its position in the community as an activity center.

Promote mixed housing/retail development adjacent to Third Street that does not compete with existing retail and is geared toward walking or public transit rather than automobile.



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The small-boat repair businesses at India Basin East provide a small-village-like atmosphere along Innes Avenue, and could be part of a more intensive mixed-use neighborhood commercial center.

Designate Innes Avenue between Earl and Hawes; Gilman Avenue between Hawes and Fitch; Third Street between Gilman and Jamestown; and the proposed commercial site on Kiska Road in the Hunters Point Redevelopment Area as secondary commercial areas, with Neighborhood Commercial zoning that promotes mixed housing and neighborhood-serving businesses.

Industry

OBJECTIVE 8: STRENGTHEN THE ROLE OF SOUTH BAYSHORE INDUSTRIAL AREAS IN THE OVERALL ECONOMY OF THE DISTRICT, THE CITY, AND THE OVERALL REGION.

Policies

- 8.1 Maintain industrial zones in Northern Industrial and India Basin sub-districts.
- 8.2 Achieve full reuse of Hunters Point Shipyard.

Strategy for Change

Major Action Steps

Maintain M-1 and M-2 zoning in the Northern Industrial and India Basin subdistricts (see Map 9, glossary); discourage housing and promote industrial and heavy commercial growth to create jobs for South Bayshore.

Support the activities of the Mayor's Hunters Point Shipyard Citizens Advisory Committee on the and its approved reuse plan for transfer and reuse of the Shipyard site.

OBJECTIVE 9: IMPROVE LINKAGE BETWEEN GROWTH IN SOUTH BAYSHORE INDUSTRIAL AREAS AND EMPLOYMENT AND BUSINESS NEEDS OF THE BAYVIEW HUNTERS POINT COMMUNITY.

Policies

9.1 Increase employment in local industries.

9.2 Encourage the local business community to play a larger role in the industrial sector of South Bayshore.

9.3 Support expanded role of African American firms in distribution and transportation industries.

Major Action Steps

Establish contract agreements and programs with developers of industrial or commercial facilities with 10 or more employees to make construction and permanent jobs available to South Bayshore residents and businesses.

Target City technical and financial assistance for commercial and industrial development toward creating job and business opportunities for the existing South Bayshore community.

Strengthen job training, notification and recruitment efforts, particularly with regard to youth; ensure that Bayview Hunters Point employment and training needs are well reflected in employment programs.

Hold educational workshops to alert the South Bayshore business community about upcoming industrial and commercial opportunities; encourage neighborhood economic development organizations to work with Young Community Developers, the Southeast Community College and others to develop an incubator industry program.

Strategy for Change

Urban Design

OBJECTIVE 10: ENHANCE SOUTH BAYSHORE'S DISTINCTIVE AND POSITIVE FEATURES.

Policies

10.1 Better define South Bayshore's open space areas by building up the areas around them.

10.2 Improve the visual quality and strengthen the pedestrian orientation of the Third Street core area.

10.3 Recognize, protect, and enhance cultural resources of aboriginal populations as integral imprint on land use structure of South Bayshore.

Major Action Steps

Use urban design techniques to make Third Street from McKinnon Avenue to Thornton Avenue more oriented toward walking and public transit, with the Opera House serving as the center of activity.

Urge the Park and Recreation Department to consider acquiring the triangular block bounded by Hudson, Innes, Newhall and Third for landscaped open space, rather than allowing it to revert to industrial use.

Encourage more frequent street and sidewalk cleaning, and graffiti removal.

At minimum meet federal and state regulations for archeological investigation and protection of Native American cultural remains during demolition and construction in South Bayshore.

OBJECTIVE 11: IMPROVE DEFINITION OF THE OVERALL URBAN PATTERN OF SOUTH BAYSHORE

Policies

11.1 Recognize and enhance the distinctive features of South Bayshore as an interlocking system of diverse neighborhoods.

11.2 Increase awareness and use of the pedestrian/bicycle trail system that links South Bayshore with the rest of the City.

Strategy for Change

Major Action Steps

Encourage better understanding of the positive history, culture and geography of South Bayshore, through educational efforts by citizen groups, schools and professional associations in the community.

Make small-scale public improvements, such as acquiring and landscaping Third and Innes Streets, to reduce the hard industrial look of those areas.

Recreation and Open Space (Map 6)

OBJECTIVE 12: PROVIDE AND MAINTAIN ADEQUATELY LOCATED, WELL DESIGNED, FULLY EQUIPPED RECREATION FACILITIES AND ENCOURAGE THEIR USE.

Policies

- 12.1 Make better use of existing facilities.
- 12.2 Maximize joint use of recreation and education facilities.
- 12.3 Renovate and expand South Bayshore parks and recreation facilities, as needed.

Major Action Steps

Encourage the Recreation and Park Department to increase community outreach in Bayview Hunters Point, and to consult with community organizations through an umbrella group such as the New Bayview Committee on funding priorities for renovating and maintaining facilities.



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The shoreline should continue to be developed to provide public access and recreation opportunities, while helping to improve the livability of the nearby residential neighborhoods. The Department of Parks and Recreation is currently developing this boat ramp and picnic area at India Basin East.

Strategy for Change

Have the Recreation and Park Department evaluate neighborhood use of after school sites and consult with community groups on how to increase use.

Encourage completion of remaining improvements to Candlestick Point State Recreation Area and improve public transit service to and from Candlestick Point.

Give special attention to development of Yosemite Canal as a natural wetlands area.

Urge the Park and Recreation Citizens Advisory Committee to consider purchase of Bayview Farm and rezoning of the site to P (Public Use).

OBJECTIVE 13: PROVIDE CONTINUOUS PUBLIC OPEN SPACE ALONG THE SHORELINE OF SOUTH BAYSHORE UNLESS PUBLIC ACCESS CLEARLY CONFLICTS WITH MARITIME USES OR OTHER NON-OPEN SPACE USES REQUIRING A WATERFRONT LOCATION.

Policies

13.1 Assure that new development adjacent to the shoreline capitalizes on the unique waterfront location by improving visual and physical access to the water in conformance with urban design policies.

13.2 Maintain and improve the quality of existing shoreline open space.

13.3 Complete the San Francisco Bay Trail around the perimeter of the City which links open space areas along the shoreline and provides for maximum waterfront access.

13.4 Provide new public open spaces along the shoreline — at Islais Creek, Pier 98, India Basin, Hunters Point Shipyard, and Candlestick Point/South Basin.

Community Facilities & Services

OBJECTIVE 14: ASSURE ADEQUATE NUMBERS, TYPES, AND LOCATIONS OF COMMUNITY FACILITIES AND SERVICES TO MEET NEEDS OF LOCAL COMMUNITY.

Policies

14.1 Assure adequate maintenance and resident utilization of existing multi-purpose community facilities.*

14.2 Expand outreach efforts to increase residents participation in local educational programs.

Strategy for Change

14.3 Carry out a comprehensive system for tracking, monitoring, and setting priorities among the many social programs serving the Bayview Hunters Point community, giving special attention to the needs and concerns of young people.

Major Action Steps

Have Department of Public Works staff report to and work with community organizations on planned capital improvements in South Bayshore, and seek input from those groups on improvement activities.

Have the San Francisco Unified School District report to community organizations on plans for four unused school buildings and seek input from those groups as to productive uses.



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More facilities like Whitney Young Child Development Center are needed, where quality education and supervision are provided to young children during the day and after school. It is one of the best in the City, and child care is even available at night for working parents.

Assist district organizations in convening periodic conferences on social issues and priorities associated with revitalization.

Create a tracking plan to monitor, document and set social program priorities within the district. Maintain ongoing liaison between City staff and Bayview Hunters Point citizen groups to monitor progress of social programs relating to revitalization.

OBJECTIVE 15: COMBINE SOCIAL REVITALIZATION WITH PHYSICAL AND ECONOMIC REVITALIZATION.

Policies

15.1 Increase funding for and achieve closer coordination between health, social, and educational programs, particularly those relating to drug abuse and teenage pregnancies.

Strategy for Change

15.2 Shape new housing growth to include adequate facilities for social and health needs of senior citizens.

15.3 Make maximum use of indigenous community resources to increase civic pride and support physical and economic revitalization.

15.4 Centralize location for district-wide community information, outreach and meeting activities.

Major Action Steps

Support efforts to increase the number of day care centers in South Bayshore, especially those providing specialized service such as caring for children born into drug addiction.

Encourage all developers of housing with 40 units or more to provide day care facilities.

Promote development of senior housing to complement existing senior multi-purpose social programs in the area.

Create a central public information resource for community organizations to participate in Third Street revitalization.

Public Safety

OBJECTIVE 16: PROVIDE ADEQUATE, EFFICIENT AND PROPERLY LOCATED POLICE, FIRE AND HEALTH SERVICES.

Policies

16.1 Support development of a new police station in South Bayshore.

16.2 Support maintenance of five existing fire stations located within or near South Bayshore.

16.3 Support improved health services that are more relevant to social-oriented health problems in South Bayshore.

Strategy for Change

Energy

OBJECTIVE 17: SUPPORT COMMUNITY REVITALIZATION THROUGH ENERGY CONSERVATION AND ALTERNATIVE ENERGY TECHNOLOGIES.

Policies

17.1 Promote the South Bayshore as an area for implementing energy conservation and alternative energy supply initiatives.

17.2 Strengthen linkages between district energy planning efforts and overall community development goals and objectives.

Major Action Steps

Explore with federal, state and local public agencies, and with PG&E, potential energy conservation or alternative energy projects in South Bayshore.

Link community organizations with PG&E and City agencies to encourage greater use of conservation programs.

Ensure that energy-saving and alternative energy options are seriously considered in design of new developments and major renovations.

Increase job training programs that recognize employment opportunities in energy conservation, such as homes assessments and retrofiting; if there is community support, establish a "Community Resource Conservation Corps" to carry out conservation projects while offering on-the-job training.

Explore opportunities for an energy conservation incubator industry in South Bayshore with non-profit organizations such as the Urban Economic Development Corporation and Women's Initiative for Self-Employment.

OBJECTIVE 18: REDUCE THE OUTFLOW OF COMMUNITY DOLLARS DUE TO ENERGY EXPENDITURES THROUGH IMPROVED ENERGY MANAGEMENT OF TRANSPORTATION, HOUSING, BUSINESS ACTIVITIES AND COMMUNITY FACILITIES. *

Policies

18.1 Encourage land use patterns which will reduce transportation needs and encourage methods of transportation which will use less energy.

Strategy for Change

18.2 Enhance the energy efficiency of housing in South Bayshore.

18.3 Promote effective energy management practices in new and existing commercial and industrial facilities to increase energy efficiency and maintain the economic viability of businesses.

18.4 Encourage energy conservation and resource management in South Bayshore community facilities and operations.

Major Action Steps

Minimize, through land use practices, the travel requirements between living, working, shopping, school, child care and recreation.

Build up residential population in partially vacant areas in order to attract new business and expanded public transit.

Promote mass transit use by improving service; support a light rail extension along Third Street; making bicycling and walking safer and more convenient.

Disseminate information on ride sharing and van pooling programs to area businesses and residents.

Executive Park Sub- area Plan

OBJECTIVE 19: TO CREATE, AS A "GATEWAY TO THE CITY", A BALANCED URBAN DEVELOPMENT WHERE OFFICE, RETAIL SPACE AND A HOTEL ARE INTEGRATED WITH A CENTRAL PLAZA, PROMENADES, AND OPEN SPACE, WITH A NEW RESIDENTIAL COMMUNITY TO THE EAST.

Policies (*summarized from adopted policy text)

19.1 Offices: Develop new office space in buildings north of Executive Park Boulevard to reflect the form of the hillside and reinforce the urban character of the project.*

19.2 Town Center: Develop a centrally located Town Center which links the various uses and serves as a gathering place for the Executive Park community as well as the surrounding communities.*

19.3 Hotel: Develop a hotel/meeting building primarily to serve office uses in the area.*

Strategy for Change

19.4 Retail Uses: Provide retail space integrated with the office uses primarily around the Town Center which serves Executive Park workers and residents as well as those from the surrounding communities.*

19.5 Residential Community: Develop housing units on the eastern portion of the site following the hillside contours, including a significant number of two-bedroom units and childrens play areas.*

19.6 Open Space: Develop a hillside park and trails as pedestrian links to the park from the Town Center, Bayview Hill Park and Candlestick Point State Recreation Area.*

19.7 Transportation Management Program: Implement a comprehensive transportation management program to reach a long-term goal that at least seventy percent of subarea employees will commute by some alternative to single-occupant vehicle.*

19.8 Parking: Limit the total number of commuter parking spaces and at each phase of development proportionate to Transportation Management goals.*

19.9 Transit: Provide continuing shuttle service between the subarea, downtown, and other regional transportation centers to supplement public transit and reduce dependency on private autos for both commute and non-commute transportation.*

GLOSSARY OF ZONING MAP DISTRICTS FOUND IN THE SOUTH BAYSHORE AREA (See Maps 4 & 5)

"Zoning" is the technical term for the mapped districts shown on the official Zoning Maps and described in the Planning Code of the City and County of San Francisco. These documents prescribe specific physical standards for buildings -- type of businesses or housing, density, height, bulk, off-street parking, usable open space, and many other details. In approved Redevelopment Project Areas like India Basin and Hunters Point Hill, special Redevelopment Plan and Design for Development documents govern development. These documents conform to the citywide Master Plan, but do not necessarily follow the exact requirements of the Zoning.

Purpose of Residential Districts

R (Residential) Districts, as defined in the Planning Code (zoning) for San Francisco, are established for purposes of implementing the Residence element and other elements of the Master Plan, according to those established objectives, principles and policies. Among the purposes of the zoning are:

- (a) Preservation, improvement and maintenance of the existing housing stock, by protecting neighborhood environments and encouraging sound ownership and rehabilitation practices;
- (b) Recognition and protection of the architectural characteristics and densities of existing residential areas;
- (c) Maximizing housing choice by assuring that quality owner and rental housing of various kinds, suitable for a whole range of household types, lifestyles and economic levels are available;
- (d) Encouraging residential development that will meet outstanding community needs, provide adequate indoor and outdoor spaces for its occupants, and relate well to the character and scale of existing neighborhoods and structures; and
- (e) Promotion of balanced and convenient neighborhoods having appropriate public improvements and services, suitable nonresidential activities that are compatible with housing and meet the needs of residents, and other amenities that contribute to the livability of residential areas.

RH -- (Residential, House) Districts

These districts are intended to recognize, protect, conserve and enhance areas that are mainly residential, with houses of 1-3 units and separate entrances; limited scale in terms of building width and height; similarity of building styles; large units suitable for family occupancy; considerable open space, and limited nonresidential uses. The RH Districts are composed of five separate classes of districts:

RH-I Districts: One-Family. (Example: Silverview Terrace). Mainly single-family houses on lots 25 feet in width, without side yards. Floor sizes and building styles vary, but tend to be uniform within tracts developed in distinct time periods. Built on separate lots, with the appearance of small-scale row housing, rarely exceeding 35 feet in height.

Front setbacks are common, and ground level open space is generous. In most cases the single-family character of these districts has been maintained for a considerable time.

RH-1(S) Districts: One-Family with Minor Second Unit. Similar in character to RH-1 Districts, except that a small second dwelling unit has been installed in many structures, usually by conversion of a ground-story space formerly part of the main unit or devoted to storage. The second unit may house one or two persons related to the owner or be rented to others. Structures retain the appearance of single-family dwellings.

RH-2 Districts: Two-Family. (Example: Revere Avenue east of Third Street). One-family and two-family houses, with the latter commonly consisting of two large flats, one occupied by the owner and the other available for rental. Structures usually do not exceed 25 feet in width or 40 feet in height. Building styles are often more varied than in single-family areas. Considerable ground-level open space is available, and it frequently is private for each unit. Easy access to shopping facilities and transit lines. In some cases, group housing and institutions are found in these areas, although nonresidential uses tend to be limited.

RH-3 Districts: Three-Family. Similar to RH-2 Districts, but structures with three units are common in addition to one-family and two-family houses. The predominant form is large flats rather than apartments, with lots 25 feet wide, a fine or moderate scale and separate entrances for each unit. Building styles tend to be varied but complementary to one another. Outdoor space is available at ground level, and also on decks and balconies for individual units. Nonresidential uses are more common in these areas than in RH-2 Districts. (No examples in South Bayshore District)

RM -- (Residential, Mixed) Districts

These districts are intended to recognize, protect, conserve and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms. Most structures are of a scale that respects the traditional lot patterns, open spaces and building fronts typical of San Francisco neighborhoods. Housing varies in size and type with supporting nonresidential uses nearby. The RM Districts are composed of four separate classes of districts:

RM-1 Districts: Low Density. (Example: South end of Third Street at intersection of Le Conte Avenue). These districts contain a mixture of the dwelling types found in RH Districts, but with a significant number of apartment buildings of different sizes and types. Building widths of 25-35 feet, and in most cases a 40-foot height limit. Overall density of units remains low, buildings are moderately scaled and segmented, and units or groups of units have separate entrances. Outdoor space tends to be available at ground and upper levels regardless of the age and form of structures. Shopping and transit lines may be found within a short distance of these districts, and nonresidential uses are often present.

Commercial Districts

RM-2 Districts: Moderate Density. Similar to RM-1 Districts, but the overall density of units is greater and the mixture of building types and unit sizes is more pronounced. Building widths and scales remain moderate, and considerable outdoor space is still available. The unit density permitted requires careful design of new structures in order to provide adequate amenities for the residents. Where nonresidential uses are present, they tend to offer medical, educational and other services for the larger community. (No typical examples in South Bayshore district)

RM-3 Districts: Medium Density. Predominantly devoted to apartment buildings of six, eight, 10 or more units. Most of these districts are close to downtown and have been developed in this manner for some time. Units vary in size, but tend to be smaller than in RM-1 and RM-2 Districts. Many buildings exceed 40 feet in height, and in some cases additional buildings over that height may be accommodated without disruption of the district character. Although lots and buildings wider than 25 or 35 feet are common, building exteriors are designed to make buildings look distinct and maintain moderate scale. Open spaces are smaller, but with decks and balconies. Supporting nonresidential uses are often found in these areas. (No examples in South Bayshore district)

C-2 Districts: Community Business. On a larger scale than the C-1 Districts, these areas provide convenience goods and services to residential areas of the City, both in outlying sections and closer in. Some C-2 Districts provide comparison shopping goods and services on a general or specialized basis to citywide or regional users, as a complement to downtown San Francisco. Districts vary, including smaller clusters of stores and larger concentrated areas such as shopping centers and strip malls along major thoroughfares. Character and intensity of commercial development are intended to be consistent with the character of surrounding uses. Greater latitude is given for uses requiring driving and parking. (No typical examples in South Bayshore district)

C-M Districts: Heavy Commercial. (Example: North side of Fitzgerald Avenue east of Third Street). Emphasis in these districts is on heavy commercial uses not permitted in other commercial districts, such as wholesaling and business services. Some light manufacturing and processing are also permitted though limited in most cases to less than an entire building. Standards are set for enclosure of activities within buildings and screening of outdoor uses, to minimize adverse effects of these heavy uses on the surrounding community. These districts are being phased out citywide.

Neighborhood Commercial Districts

NC-1 Districts: Neighborhood Commercial Cluster District. NC-1 Districts are intended to serve as local neighborhood shopping districts, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours. Located in residential neighborhoods, often in outlying areas. Many of these districts have the lowest intensity of commercial development in the City, generally consisting of small clusters with three or more storefronts commonly grouped

around a corner or short linear commercial strips with low-scale, interspersed mixed-use (residential-commercial) development. Housing development in new buildings is encouraged above the ground story in most districts. Existing residential units are protected by prohibitions of conversions above the ground story and limitations on demolitions. (No typical examples in South Bayshore district)

Building controls promote low-intensity development compatible with the existing scale and character of the street. Commercial development is limited to one story. Rear yard requirements at all levels preserve existing backyard space. NC-1 zoning encourages most neighborhood retail sales and services, up to a ground floor size limit of 3,000 square feet. Commercial uses and features which could impact residential livability are prohibited, such as auto uses, financial services, general advertising signs, drive-up facilities, hotels, and late-night activity; eating and drinking establishments are restricted, depending upon the intensity of such uses in nearby commercial districts.

NC-2 Districts: Small-scale Neighborhood Commercial District. Intended to serve as small-scale neighborhood commercial district, NC-2 districts are linear shopping streets which provide convenience goods and services to the surrounding neighborhoods as well as limited comparison shopping goods for a wider market. They often include specialty retail stores, restaurants, and neighborhood-serving offices. Commonly located along both collector and arterial streets which have transit routes. Size range from two or three blocks to many blocks, although commercial development in longer districts may be interspersed with housing or other land uses. Buildings typically range in height from 2-4 stories with occasional one-story commercial buildings.

The small-scale district controls provide for mixed-use residential and retail buildings. Rear yard requirements above the ground story and at residential levels preserve open space corridors of interior blocks. Most new commercial development is permitted at the ground and second stories. Neighborhood-serving businesses are strongly encouraged. Eating and drinking and entertainment uses, however, are confined to the ground story. The second story may be used by some retail stores, personal services, and medical, business and professional offices.

Parking and hotels are monitored at all stories. Limits on late-night activity, drive-up facilities, and other automobile uses protect the livability within and around the district, and promote continuous retail frontage. Housing development in new buildings is encouraged above the ground story. Existing residential units are protected by limitations on demolition and upper-story conversions. (No typical examples in South Bayshore district)

NC-3 Districts: Moderate-scale Neighborhood Commercial District. (Example: Third Street from Kirkwood to Quesada). NC-3 districts are intended in most cases to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to the surrounding neighborhoods. NC-3 districts are linear districts located along heavily trafficked streets that are also major transit routes.

Manufacturing Districts

NC-3 districts include some of the longest linear commercial streets in the City. Large-scale lots and buildings and wide streets. Buildings typically range in height from two to four stories with occasional taller structures. Building standards permit moderately large commercial uses and buildings. Housing development in new buildings is encouraged above the second story. Existing residential units are protected by limitations on demolitions and upper-story conversions. Rear yards are protected at residential levels.

A diversified commercial environment is encouraged for the NC-3 District, and a wide variety of uses are permitted with special emphasis on neighborhood-serving businesses. Eating and drinking, entertainment, financial service and certain auto uses generally are permitted with certain limitations at the first and second stories. Other retail businesses, personal services and offices are permitted at all stories of new buildings. Limited storage and administrative service activities are permitted with some restrictions.

M-1 Districts: Light Industrial. (Example: South Basin). One of two types of districts providing land for industrial development. In general, the M-1 Districts are more suitable for smaller industries dependent upon truck transportation, while the M-2 Districts are more suitable for larger industries served by rail and water transportation and by large utility lines. In M-1 Districts, most industries are permitted, but some with particularly noxious characteristics are excluded. The permitted industries have certain requirements as to enclosure, screening and minimum distance from residential districts.

M-2 Districts: Heavy Industrial. (Example: India Basin/Islands Creek area). The least restricted as to use, and generally separated from residential and commercial areas. The heavier industries are permitted, with fewer requirements as to screening and enclosure than in M-1 Districts, but many of these uses are permitted only as conditional uses or at a considerable distance from residential districts.

Third Street Special Use District (NEW)

The Third Street Special Use District encompasses the commercially and industrially zoned property fronting Third Street from Cesar Chavez Street to Meade Avenue. The purpose of this special use district is to enhance the social and economic vitality of Third Street as the primary neighborhood commercial district for the Bayview Hunters Point area, and to encourage a healthier mix of essential neighborhood-serving retail uses by

- ° Prohibiting new retail stores selling alcoholic beverages for off-site consumption;
- ° Restricting expansion of existing alcohol sales; and
- ° Allowing for drive-up facilities at fast food/self service restaurants as a conditional use.

Other provisions of the underlying NC-3 or M-1 zoning will continue to apply.

Restricted Light Industrial Special Use District (NEW)

The Restricted Light Industrial Special Use District is intended to cover a 70-acre area within South Bayshore that wraps around Yosemite Canal, extends to the edges of Candlestick Park, Candlestick Point State Park and the Hunters Point Shipyard, and includes certain M-I zoned industrial blocks stretching east to Third Street . The purpose of this district will be to restrict more intensive light industrial activities and thereby reduce conflicts among housing, industrial, stadium and open space/recreation uses, while maintaining the area as predominantly light industrial, heavy commercial in character.

Prohibited Uses

- ~ Yard for storage or sale of livestock feed or coal
- Stone or monument yard
- ~ Storage or transfer of junk, waste, garbage, refuse, second hand, discarded, or salvaged materials
- Automobile wrecking operation
- ~ Automobile assembling
- Bottling plant, brewery, dairy products plant, malt manufacturing or processing
- ~ Ice manufacturing
- ~ Concrete products mixing or manufacturing
- Foundry
- ~ Metalworking or blacksmith shop
- Enameling, lacquering, wholesale paint mixing
- Woodworking mill or manufacturing of wood-fibre, sawdust, or excelsior products
(*does not include custom woodworking shops*)

Conditional Uses Requiring Approval by Planning Commission

- Parcel delivery services
- Ambulance services
- Storage for commercial vehicles
- Cold storage plant

Other provisions of the underlying M-I (light industrial) or P (public use) zoning will continue to apply.

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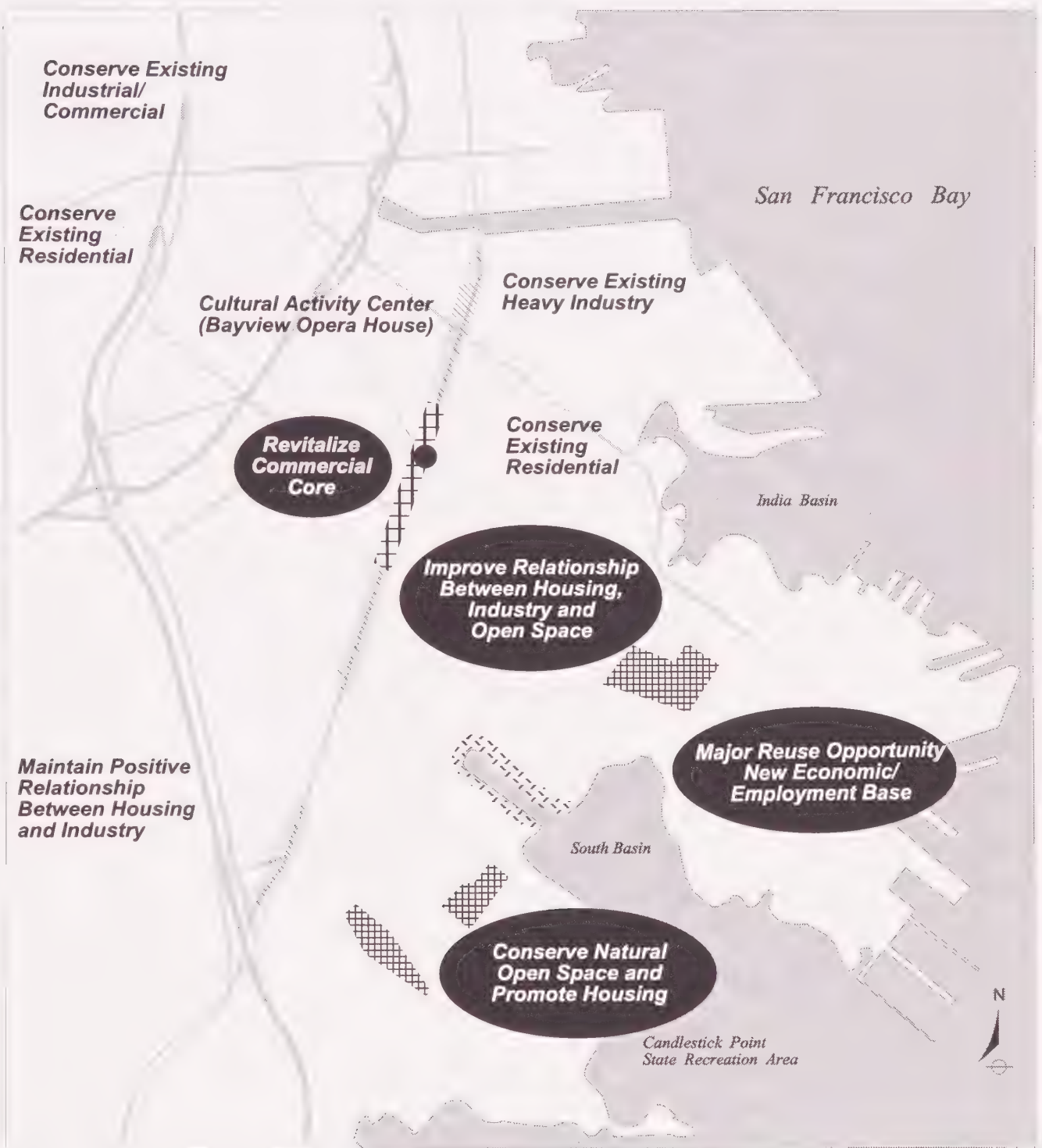
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Leslie Katz
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Michael Yaki*

Clerk of the Board:

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(415) 554-5184*

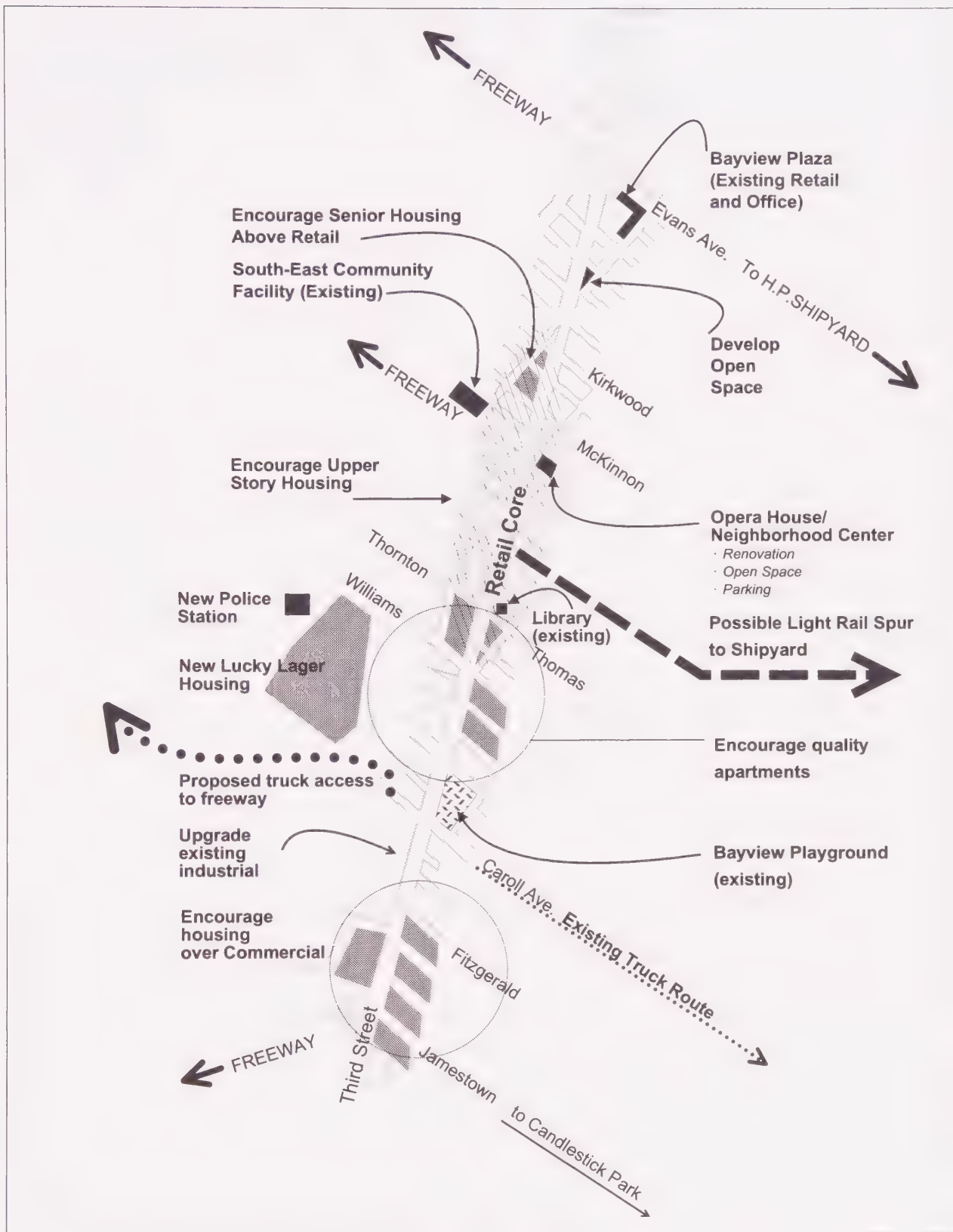


Map 1

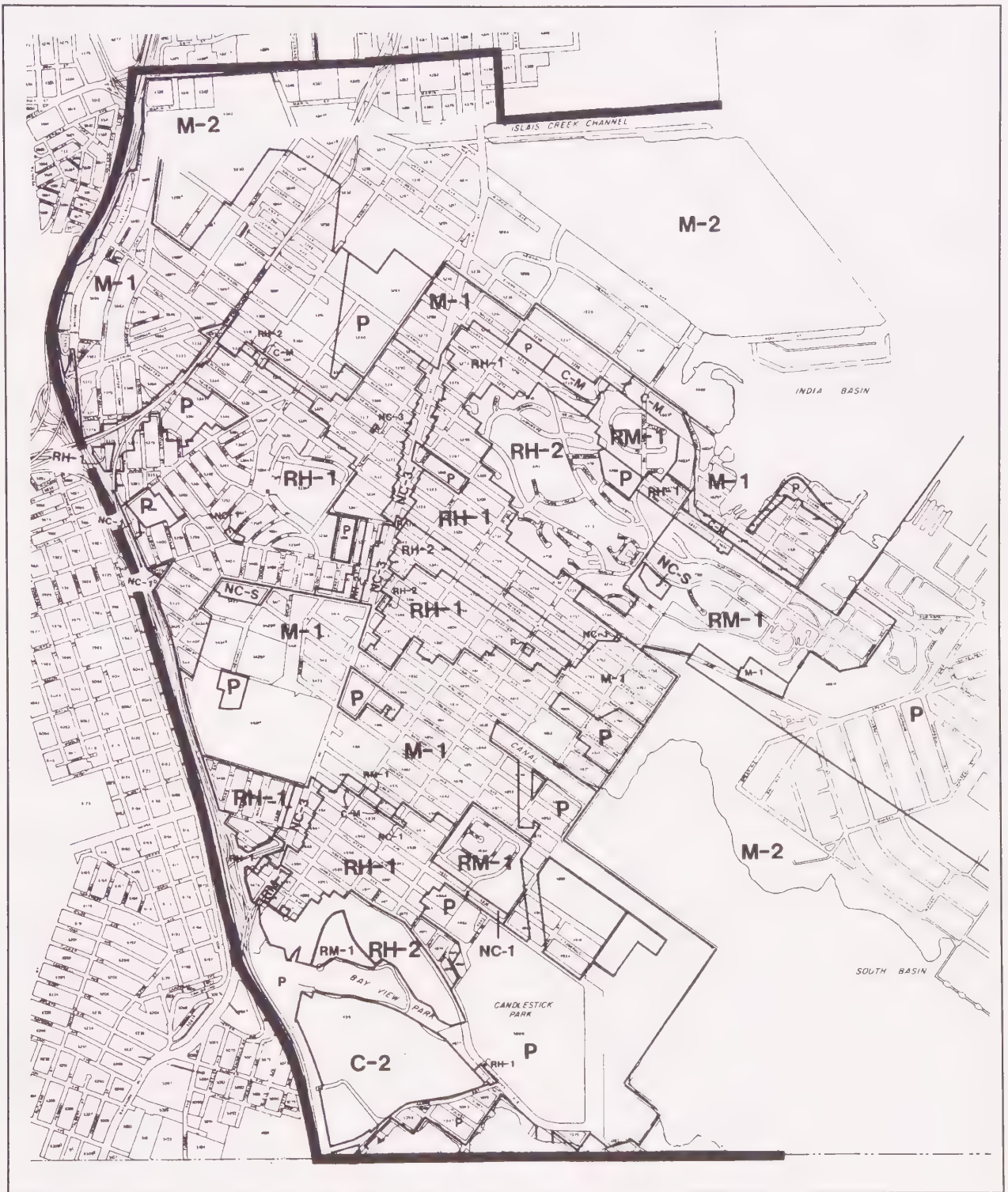
CONSERVATION AND REVITALIZATION PROGRAM SUMMARY



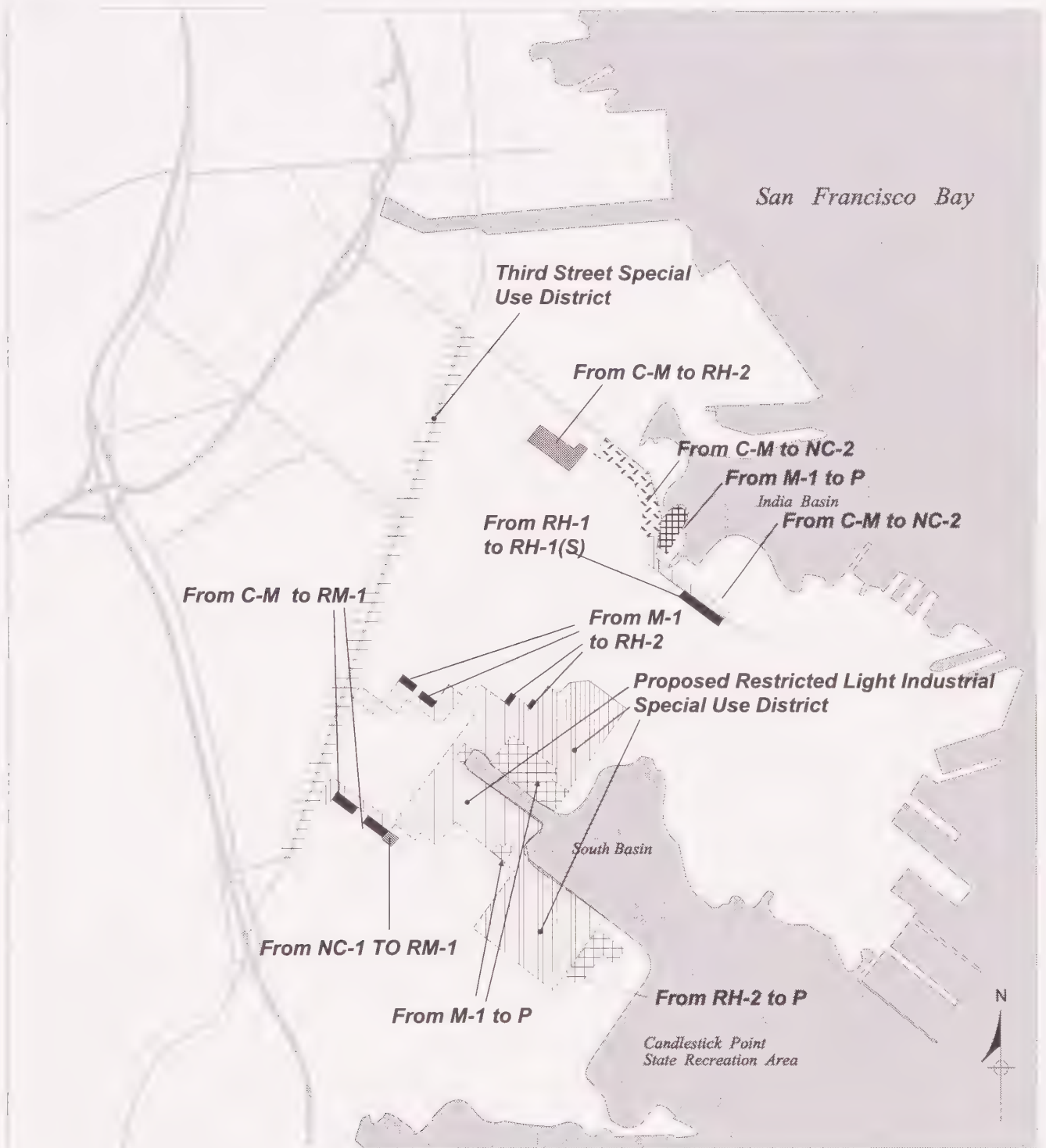




Map 3
THIRD STREET REVITALIZATION
Suggested Guidelines and Policies Summary



Map 4
PRE-EXISTING ZONING DISTRICTS



Map 5

ZONING CHANGES

RLI - Restricted Light Industrial Special Use District

SOUTH BAYSHORE AREA PLAN

as approved City Planning Commission 7/20/95 and adopted Board of Supervisors 10/23/95



Map 6

PARKS AND OPEN SPACE LOCATIONS

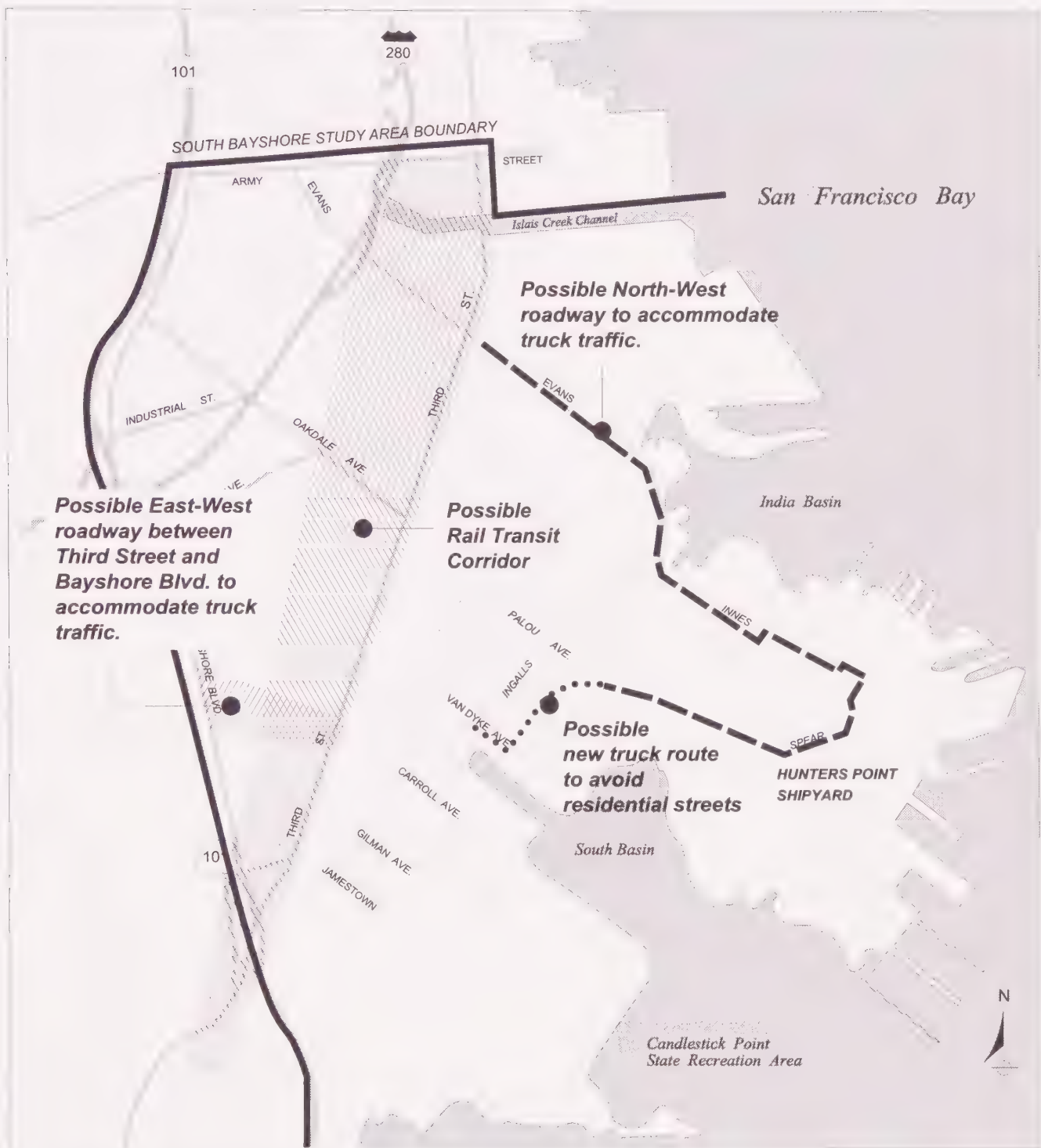


Existing Parks and Open Space



Proposed Parks and Open Space

- | | |
|------------------------------|--|
| 1. Youngblood Coleman | 10. Pier 98 |
| 2. Hilltop Park | 11. India Basin Public Shoreline |
| 3. Ridgetop Plaza | 12. Candlestick Pt. State Rec. Area |
| 4. Adam Rogers | 13. Historic Farm Site |
| 5. Lee Recreation Center | 14. Milton Meyers Rec. Center
(Hunters Point Rec. Center) |
| 6. Palow/Phelps Mini Park | 15. Gilman Playground |
| 7. Silver Terrace Playground | 16. Islais Creek Public Access
(Port) |
| 8. Bayview Playground | |
| 9. Bayview Park | |





Map 8









BIKE ROUTES AND PEDESTRIAN TRAIL

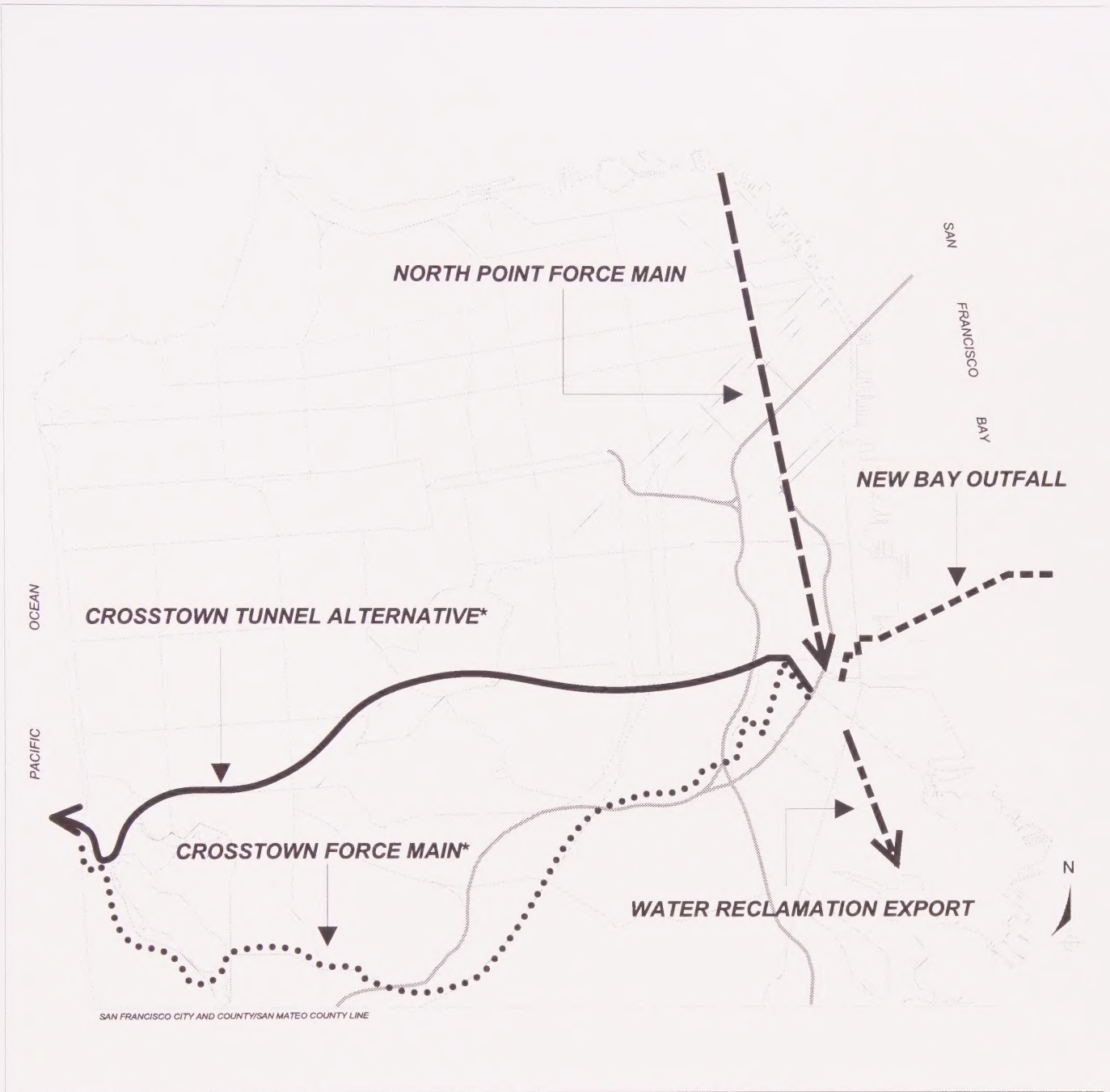
- Existing Bike Route
- Proposed Bay Trail Extension
- Existing Bay Trail Route
- Proposed Bike Route



Map 9

CANDLESTICK POINT PERIMETER PROPOSED REVITALIZATION AREA

- | | | | |
|--|---|---|--|
|  | Candlestick Point State Recreation Area |  | Moderately Low Density Housing (Private Property) |
|  | Proposed State Recreation Area |  | Moderately Low Density Housing (Public Property) |
|  | Proposed Wetlands Area |  | Supporting Neighborhood Commercial |
|  | Alice Griffith Public Housing-Proposed Improvements |  | Buffer Zone between Industry, Housing, and Recreation area (Restricted Light Industry) |



Map 10

BAYSIDE DISCHARGE ALTERNATIVES PROJECT PROPOSED FACILITIES

*Community Preferred Alternative (Use ocean as primary outfall to minimize adverse environmental impact on bay)

U.C. BERKELEY LIBRARIES



C124919102

